



TRANSPORTATION

The Transportation Element of the Comprehensive Plan considers Sumter's entire transportation system from interstates to rural dirt roads; from neighborhood sidewalks to designated bike routes; from connectivity to transit alternatives. This element incorporates priority improvements, access, and capacity into the land-use planning process. Most importantly, the transportation policies and priorities established by the community must be integrated into our land use planning initiatives. Land use and transportation shall work together to ensure efficiency and safety for the Sumter Community.

By and large, this element is reliant upon recent transportation planning processes. In Sumter, rural transportation planning is led by the Santee Lynches Council of Governments (SLCOG), a regional, multi-representative, planning and advocacy organization. Members of both Sumter City and County Councils sit on their board of directors. Through SLCOG's administration and guidance, the *Santee-Lynches Long Range Transportation Plan* was adopted in April of 2007.

The Sumter Area Transportation Study (SUATS) Policy Committee is charged with transportation planning in the more urban areas of the community. Also referred to as a Metropolitan Planning Organization (MPO) SUATS is comprised of community elected leaders including three members of the State Legislative delegation. In November of 2007, the *SUATS Long Range Transportation Plan* was adopted.

Each document sets forth a transportation planning vision for the urban area of the City and County (SUATS) and the rural portions of the County. The plans include multi-modal, environmentally sensitive approaches focused on mobility, safety and efficiency. The documents are fiscally constrained yet do include specific road improvement/project prioritization. Both also stress land use compatibility and collaboration with any future transportation projects.

Both the SUATS Long Range Transportation Plan and the Santee-Lynches Long Range Transportation Plan are incorporated into the 2030 Comprehensive Plan by reference. Selected goals and policies of each document are repeated below, along with new policies and amended for proper insertion into this document.



Transportation Policies

1. The City and County will create a system of interconnected streets in an effort to improve mobility and distribute traffic efficiently and appropriately by purpose and function.
2. The City and County will maximize the benefits of the transportation system while minimizing costs. Simply put, the City and County will devise strategies to do more with less funding.
3. The City and County foresee a safe transportation system for all users by focusing improvements to the most hazardous intersections (highest crash/collision locations) and improving facilities for pedestrians and bicyclists.
4. The City and County will support programs designed to improve City and County streetscapes and road corridors for better visual appearance.
5. The City and County endorse the concept of complete streets. That is, transportation network which enables safe access for all users. The complete street concept goes well beyond the curb and includes pedestrian access, landscaping, streetscape, and signage.
6. The City and County anticipate that all development projects will mitigate their transportation impacts on the local and regional transportation network through the construction of turn lanes, new lanes, right-of-way dedication, sidewalks and trails, signalization, and landscaping, as applicable.
7. The Transportation Plan and the Land Use Plan should be coordinated. The City and County will develop strategies to encourage connectivity, to direct growth to areas with sufficient road capacity, and to minimize inefficient growth patterns.

